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INFORMATION REPORT

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25X1

COUNTRY USSR

SUBJECT Road Data - Rozsyna, Sambor, Chyrow, Stanislawiw & Vicinity

DATE DISTRIBUTED

NO OF PAGES 7 | NO OF ENCLS

SUPPLEMENT TO REPORT #

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THIS IS UNEVALUATED INFORMATION

1. A loose-surfaced, all-weather road (No 903 on legend) runs from Sambir (Sambor) southwest for approximately 16 kilometers where it veered off at a road junction and went southward to Turka. This same type of loose-surfaced, all-weather road (No 903 on legend) runs from the junction northwest to Dobromil.

2. The roads were constructed during the Austrian regime and were over eight meters wide. The roads were designed and constructed for heavy usage. The road foundation consisted of crushed rock and the top layer was of crushed stones surfaced with sand. German and Soviet trucks from 25 to 35 tons traveled these roads.

3. There were two wooden bridges at the road junction where the roads veered northward, southward and southeast (See legend). One bridge was located approximately one kilometer east of Stanislawiw and the second wooden bridge was located three kilometers west of Rozsyna (Rozhyna). They crossed over the Jablonka stream and Dniester (Dnestr) River. Rozsyna is located approximately 13 kilometers southwest of Sambor.

4. Both bridges were approximately five to six meters wide and had wooden trestles. During World War II the bridges were not strong enough to support the German and Soviet 25-35-ton trucks, so the trucks would bypass the bridges by turning eastward when coming south from Star Sol, and ford the rivers and cross over the railroad track line which came from Sambor and went southward to Turka. This bypass rejoined the loose-surfaced, all-weather road north of Star Sambor.

5. The loose-surfaced roads were crowned and similar drainage ditches run along both sides of the road. The roads were periodically inspected and maintained by road crews. The stones, gravel and sand for the roads were dug out from the Dniester River.

6. A loose-surfaced, all-weather road (No 903 on legend) runs from Chyrow (Khyrow) southward to Sambor via Felsztyn and from Felsztyn southward to Star Sol. This same type of a loose-surfaced, all-weather road (No 903 on legend) runs from Khyrow west southward to Lwow. Khyrow is located approximately four kilometers south southeast of Star Sambor.

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7. These roads were approximately six meters wide. They were not maintained as well as the other loose-surfaced, all-weather roads, but could bear both light and heavy vehicles. The top layer consisted of crushed stones surfaced with sand. The roads were crowned for easy drainage and drainage ditches ran along both sides of the road.

8. A number of loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Lenovo, Milios-Din, Lumsk Gra and Gundiov. These were located west, southwest, southeast and east of Znoyma. More loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Chyrov, Czeple and Zauber. These were located northwest, north and east of Znoyma.

9. The dirt roads were approximately five meters wide. The roads had a natural sand-clay foundation. The dirt roads were maintained by the villagers and farmers. The roads were not crowned nor did they have drainage ditches running alongside. During the spring thaw or rains, the roads became rutted and potholed. Soon after, they would be regraded and resurfaced by the villagers and farmers, who used old-fashioned horse-drawn wooden scrapers, shovels, rakes and wheelbarrows.

10. During the winter, when the ground was frozen, the dirt roads could bear heavy traffic. During the rains when the roads were rutted and potholed, they could also bear heavy traffic, but it was rough going.

-end-

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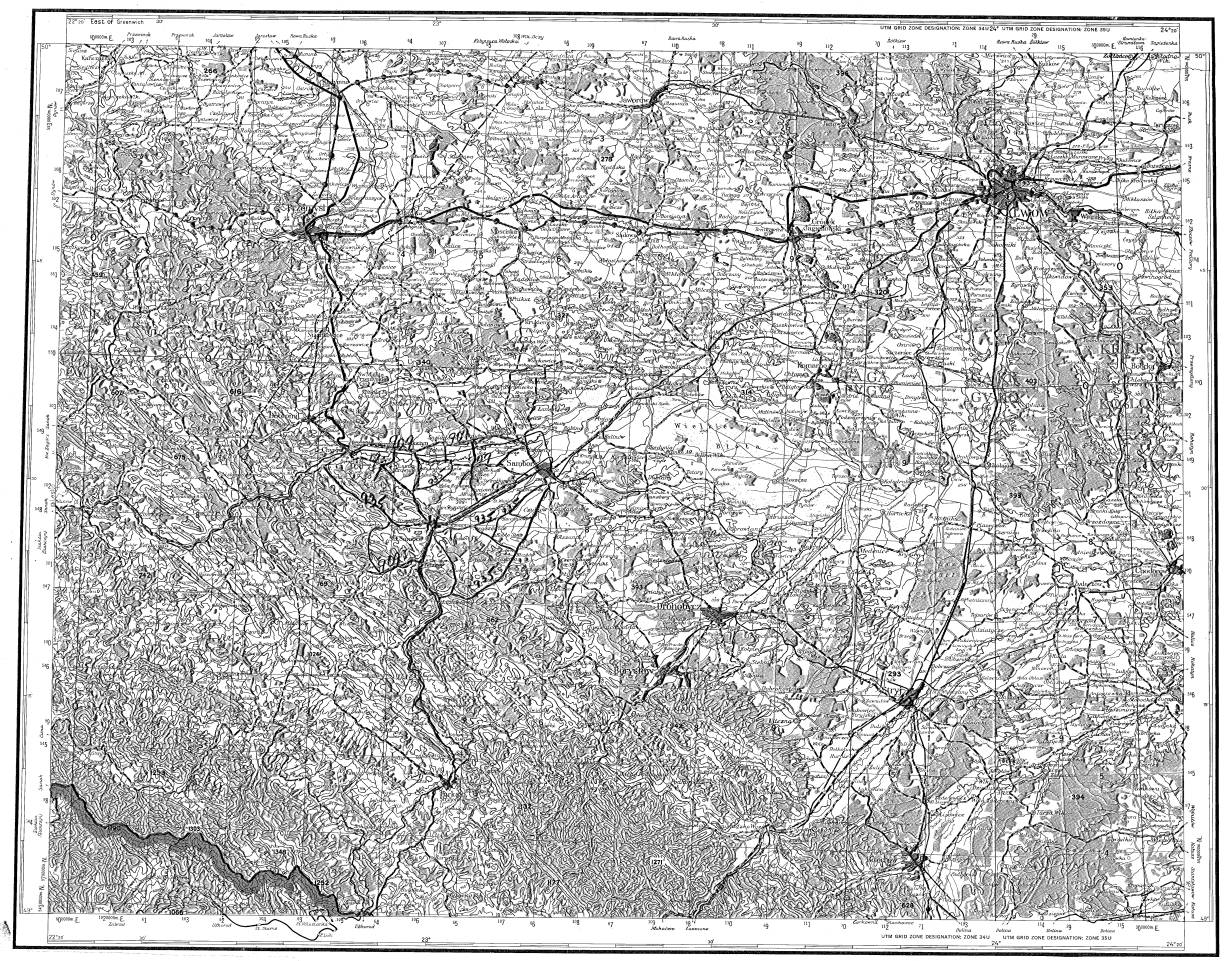
CENTRAL EUROPE 1:250,000

LWÓW

EDITION 3—AMS

SHEET S.50

AMS SERIES M508



ROAD DATA - *HIGHWAY

*Hard Surface, All weather road, two lanes wide, 6 - 8 meters 924

Hard Surface, All weather road, one lane wide, 3 - 5 meters 931

*Loose Surface, All weather road, two or more lanes wide, 5 - 8 meters 903

Loose Surface, All weather road, one lane wide, 3 - 5 meters 909

Loose Surface, Dry weather or dirt road principal 935

other ---

Cart tracks (more than 1.5 and less than 2.5 meters) 945

Trails (less than 1.5 meters)

Dual Highways (Superhighways)

Note: Label those roads exactly 8 meters or wider

WOODEN BRIDGES

INDEX TO ADJOINING SHEETS

Boundaries shown in purple on the face of the map and in the diagram indicate POST WAR BOUNDARIES OR LIMITS OF ADMINISTRATION, are for reference only, and are not necessarily official or definite.

Scale 1:250,000

5 0 5 10 15 20 Statute Miles

5 0 5 10 15 20 25 30 Kilometers

10 Nautical Miles

CONTOUR INTERVAL 100 METERS

TRANSVERSE MERCATOR PROJECTION

BLACK NUMBERED LINES INDICATE THE 10,000-METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONES 34 AND 35

LES TRAITS NUMÉROTÉS EN NOIR INDIQUENT LE RÉSEAU MILITAIRE DE LA PROJECTION MERCATOR TRANSVERSE UNIVERSELLE, FUSEAUX 34 ET 35, ELLIPSOÏDE INTERNATIONAL

RED NUMBERED TICKS INSIDE THE NEATLINE INDICATE THE YARDAGE GRID, ZONE 35

LES GRADUES NUMÉROTÉES EN ROUGE À L'INTÉRIEUR DU CADRE INDIQUENT LE QUADRILLAGE KILOMÉTRIQUE DE LA ZONE 35, ELLIPSOÏDE DE BESSEL

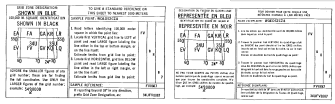
THE LAST POINT FIGURES OF THE GRID NUMBERS ARE SHIFTED.

LES DERNIERS CHIFFRES DES NUMÉROS DE QUADRILLAGE SONT DÉCALÉS

1955 MAGNETIC DECLINATION FOR THIS SHEET RANGES FROM 7°30' EASTERLY FOR THE CENTER OF THE WEST SIDE TO 9°30' EASTERLY FOR THE CENTER OF THE EAST SIDE. MEAN ANNUAL CHANGE IS 0°04' EASTERLY.

LA DÉCLINAISON MAGNÉTIQUE POUR CETTE FEUILLE VARIE DE 7°30' VERS L'EST POUR LE CENTRE DU BORD OUEST DE 9°30' VERS L'EST POUR LE CENTRE DU BORD EST. VARIATION ANNUELLE MOYENNE EST 0°04' L'EST.

GRIDS WITHIN DOTTED OR DASHED OR TWO DAY SITE SHEETS OR MORE WITHIN ONE PURPOSE MODIFIED TO CONFORMATION WITHIN, MAY NOT CONFORM, MOVEMENTS, E.C., DATE OF PURCHASE WILL BE OBTAINED BY REQUEST IF REQUIRED.



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THE DELINEATION OF INTERNATIONAL BOUNDARIES ON THIS MAP MUST NOT BE CONSIDERED AUTHORITATIVE

GLOSSARY

Bagna (Pl.)	marais	marsh
Biała	blanc	white
Błoto	boue	mud
Bór	forêt	forest
Brod	gué	ford
Czarny, a, e	noir	black
Dolina	vallée	valley
Droga	route	road
Duży, a, e	grand	large, great
Kolej, y	chemin de fer	railroad
Las, Lasy	bois, forêt	wood, forest
Leśniczówka (Ch.)	maison forestière	forest guardhouse
Mały, a, e	petit	small, little
Most, y	pont	bridge
Nowy, a, e	nouveau	new
Pole, Pola	champ	field
Polana	clairière	clearing
Potok, a, e (Pot.)	ruisseau	stream
Północ	nord	north
Południe, Południowy	sud, du sud	south, southern
Port	port, rade	harbor
Przejazd (Prz.)	passage à niveau	level crossing
Przystanek (Pr.)	arrêt, petit gare	railway halt, small railway station
Rut, Ruski, a, e	Ruthénie, ruthène	Ruthenia, Ruthenian
Skała	rocher	rock
Słupa	colline	hill
Stacja Kolejowa (St.)	station	railway station
Stary, a, e (Sty.)	ancien	old
Strażnica	poste de la frontière	frontier guard post
Wieś, Wsie	village, pluriel	village, village
Wielki, a, e (Wlk.)	grand	large, great
Wieś	village	village
Wioska	hameau	hamlet
Wschodni, a, e	oriental	eastern
Wschód	est	east
Wyspa	île	island
Wyżny (Wz. Wyż.)	supérieur	upper
Zachód	ouest	west
Zachodni	occidentale	westerly
Zalew	lac artificiel	lake, reservoir
Zatoka	baie, golfe	bay, gulf

KEY TO PRONUNCIATION

ą	as French an (sensé)
ć	" ts in tsig
ch	" ts in tsig; ch in lung's where final
cz	" ch in chief (Brooks)
dz	" ds in odds
dź, dź	" ds in odds; dz in tsig's wheel final
dż	" j as in jump
ę	" en in French pp. (sensé)
g	" g in gig; when final, as k in lad
h	" g in gig; often a weak, ch sp. in lung
i	" y in boy; when a vowel, as ee in feet
ł	" w in will
ń	" ni in onion
ó	" o in obey
ś	" s in sure
ś	" s in golf
ś	" ts in tsig
ś	" s in pleasure
w	" v in valve
y	" i in ill
z	" z in zeal
ź	" s in pleasure
ż	" s in pleasure

NOTE: When final h, ch, k, t, and w become p, t, k, ch, and f, respectively.

LWÓW, U.S.S.R.; POLAND; CZECHOSLOVAKIA

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